

HOW TO QUIET SQUEAKY NOISE IN AUTO BODIES

Small Sounds Succumb Speedily to Scientific Suppression, Says Expert.

While yet one may work upon the car in the open sunshine, it is well to seek out the small squeaks and cracks that a summer's pounding have produced in the closed car, for there is no place like the open driveway on a sunny day in which to ferret out the causes of obscure sounds and to remedy them.

The shuddering hubbub of the doors when crossing car tracks, their mouse-like squeaking when rounding curves or undulating over choppy pavements—these things bespeak attention to the rubber buffers on the door posts and the tightening of the hinges. There is no perfectly rigid frame or body and continued weaving of the two is bound to loosen the hinges and wear down the rubber buffers. Every time the door is slammed, both hinges and buffers lose a little of their enthusiasm.

The little rubber blocks are set in the door post with screws. By the end of the season they are apt to be brittle and either hard or mushy. They are cheaply and easily replaced, the new block reaching out to snugly the door and holding it snugly against the latch. Loosened hinges may only need a half turn or so on their screws to cause them to fore-swear their listlessness and hold the door firmly and snugly in its proper place. Sometimes, though, the screws are neglected so long that they begin working in the wood, thus soon wearing the threads in the hole until so little "bite" is left that further tightening is impracticable. In this case, the hinge and door hinge should be removed and the hole bored out cleanly, suggests a mechanical expert in Motor. A small wood rod, such as used for cheap flags, lollypops and these new-fashioned structural toys is then dipped in glue and forced into the hole. When this rod is cut off and trimmed flush with a jack-knife, a small gimlet can be used to start a new screw hole in the center of the door hinge. The screw will hold better in the wood than in the original piece. Of course, a larger screw can be used. If the hinge will take it and there is enough wood in the door post to accommodate it.

Nothing is quite so potent in robbing a closed car of its snugness as rattling window panes. In most closed bodies, the glass itself slides in the frame of the window or door, little metal channels being provided for the purpose. These are usually padded with felt to silence and protect the glass while permitting it to slide freely. The felt mats wear down in time, however, and the panes rattle. It is easily replaced, however, upon removal of the old felt. The first preliminary after the old felt has been torn out is to clean out the channel, alcohol being the best for the purpose. When dry, the channel should be lined with a small brush and the felt inserted before it has dried. A screwdriver is used to insert the felt, starting at the top and working downward. The felt is pushed in firmly, like caulking in a boat, the screwdriver being pressed firmly against all three sides of the channel to insure a glove fit and a good bond with the shellac.

The door locks sometimes are responsible for a clattering. This is usually due to lost motion in the inside lever. A small felt pad at the end of the slot nearest which the lever normally stands will prevent this. If the latch rattles, the trouble is with the buffers, which do not hold the latch snugly against the striker plate. Creaking of the body joints, usually accompanied by rumbling of the body sills on the frame rails, usually result from loose body clips or bolts, by which the body is attached to the frame. When tightening these does not suffice, a felt pad should be inserted between the body and the frame. An annoying squeak is sometimes caused by friction between the engine hood and the dash flange. Lacing is usually employed for this, sometimes of fabric and sometimes of leather. Rawhide bolt lacing is the best thing to use in renewing. If the old lacing is worn in spots, it should be discarded altogether and new rawhide laced in. The hood latches should also receive attention, being the unsuspected cause of much noise on most cars. An occasional drop or two of oil is all they require.

13 Times Across The Continent RAY McNAMARA'S Tips for Summer Trips

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Camping Out Reduces Cost of Long Tours.

The automobile tourists are multiplying so fast in every direction that it is becoming difficult for the small town hotels to handle the business. It is a common sight along the transcontinental trails to see a disappointed tourist night-riding for the next town in hopes of finding accommodation.

On my trip in June to the coast and return there were several nights that I wished for the camping outfit. The first time was at Holbrook, Ariz. The only room available was an inside one, and the night was very hot, hardly a breath of air stirring. I had just finished about 300 miles for the day's run and it was thirty-five miles of detour over desert roads to Winslow, the next change for a bed. I debated for a long time before taking the room. A little later another tourist minus camping equipment arrived, and at 10:30 p. m. was scouring the town for a rooming house. On another occasion I was caught in a heavy storm at Chappell, Neb., after dark. The roads were covered with water and bridges reported out on main trails. The only room available was an inside one and the night was very warm. Arriving at Clinton, Ia., at 10 p. m. I found the first class hotels full and had to go on to Sterling, Ill., to find a room for the night.

The above incidents are related merely to show the advantages of camping out. Some people are wild about camping out, and those who are not used to it lean toward the hotel life. However, I believe if the tenderfoot would try it a few times, he would only look for hotels on his bath night schedule.

Camping out is becoming so popular along the cross-country trails that there is hardly a single village, regardless of size, that does not have its public camping grounds. The completeness of the grounds vary proportionately with the population. Fuel and water are available practically all of them. Some have tents and make a nominal charge for use of same. Dutch ovens and even fireplaces are available for cooking, and these are found in practically all directions in the West. The camping-out feature is becoming so popular, or perhaps necessary, that camping outfits are just as much a part

of the tourist's car as the spare tire and tube.

The greatest advantage in camping is the opportunity it offers to reduce expenses. Hotel rates are fairly high in all directions, and particularly for one-night stands. Therefore, in the course of a long tour, the camping equipment will pay for itself over and over again.

By glancing through the advertising pages of tourists' magazines you can find elaborate and complete equipment at almost any price you want to pay. The most compact and lighter outfits are the most expensive, while the ordinary wall or wedge tent obtainable at most any tent store is the cheapest. The matter of camping outfits should receive careful study. Limit your equipment to necessities only, and distribute your weight evenly about the car when on the road. Do not pile everything on one side or in the rear, as shown in a previous article. This makes the car difficult to handle on the road and localizes shocks to one side of the car.

Light trailers for carrying touring equipment have become popular on short tours, and through sections that have good roads. On my trip to the Coast and back I don't believe I saw a half dozen. However, on the good roads in California they were plentiful. If the trailer is to be used the tourist should travel on slower schedule and with more care. If time is no object on long distance touring the trailer affords greater comfort to passengers, in that the equipment does not have to be so limited, due to lack of carrying space.

When your car is overloaded, as when carrying trailers or a lot of other extras, remember that torsional strains on all parts of the driving mechanism are greatly increased, also fiber stresses on spring axles, etc., are likewise increased beyond what your car is designed to carry. By careful application of clutch, traveling at reduced speeds and avoiding the bumping of springs on rough roads the overload will have no ill effect. On the other hand, severe bumping of springs on rough roads may result in broken springs, excessive tire wear and other nerve-racking troubles that will spoil the joyous knuckles or axle housings, excess of touring.

flange surface and tapping its outline with a hammer.

Boots.
The purpose of boots is to protect the delicate working parts of a car from the contamination of dirty water, dust, dirt and grime.

You will find that it will be to your advantage to place a boot over the ball and socket joint of your steering assembly. All boots should be removed from time to time, thoroughly washed in kerosene and refilled with a good grease. An old kid glove, properly worked, will answer the purpose of a boot.

Body Squeaks.
Before washing the car a mixture of kerosene and lubricating oil should be forced between the body crevices with a squirt gun or allowed to seep in from the application of a brush. This will overcome body squeaks provided proper attention is given to the tightening of body bolts. Rocking the car will permit the mixture to penetrate thoroughly.

It is a good suggestion to have the oil drained from the crankcase for this purpose. It is also advisable to let up on the body bolts and back them up with grease. The grease will work over the surface of the bolt upon tightening, and thereby prevent the squeak at its source.

—Courtesy Tidewater Oil Sales Co.

New Jersey May Change Law.

A proposal has been made in New Jersey to abandon automobile reciprocity agreements with Pennsylvania and New York and issue a monthly license of \$1.25 to nonresident motorists using New Jersey roads. It is estimated that this scheme would add approximately \$700,000 a year to the income of the New Jersey highway department.

There are 181,000 men and women employed in the automobile factories in Detroit, Mich. This number nearly equals the top mark of 1920, when 186,000 were employed, on a basis of three shifts daily.

NEW STEPHENS SALIENT SIX



An attractive and sturdy model of the popular Stephens line on display in the show room of the Potomac Sales Company, of 1127 Fourteenth street northwest.

DUPLIX TRUCK IS DEVELOPING CHAR-A-BANC

Company Sees Many Good Features in Bus Body Now Being Utilized.

The growing popularity of the Char-a-banc bus has led the Duplex Truck Company, builders of the capable, Duplex "On Time All The Time" trucks, to develop a line of char-a-banc bodies for the Duplex chassis.

William P. Killen, distributor for the Duplex in this section, in describing the Duplex Char-a-banc, says: "Two outstanding, well-established facts make this bus one for the most earnest consideration of everyone interested in bus transportation."

"The first of these is found in the fact that this type of bus is admirably suited to cross-country or inter-town transportation because of its design, seating arrangement, light weight and low center of gravity. The second, but not last in the order of importance, is the fact it places a bus within the reasonable

price range of many prospective bus operators who have been deterred from entering into the business because of the comparatively high cost of the modern standard type of bus, which of necessity ranges in price from \$5,000 to \$8,000. The relatively low price of the Char-a-banc bus makes it possible to offer a thoroughly high grade Duplex bus at a price that is low compared with the high earning power of the unit.

"The Duplex Char-a-banc bus is made in two sizes. One is of sixteen-passenger capacity and is mounted on the Duplex limited chassis. The other is of twenty-passenger capacity and is mounted on the Duplex special bus chassis."

"The bodies of the Duplex Char-a-banc buses are of the convertible all-weather type. The doors are of solid construction while the upper compartment is protected by curtains that slide into the top out of sight when not in use. With the curtains windows open a touring car effect is produced, while with them lowered complete protection from the weather is afforded."

The seats are transverse, extending the full width of the body, each accommodating four passengers. There are four such seats in the sixteen-passenger bus and five in the twenty-passenger body. They are well and comfortably upholstered and give the riding qualities so necessary in long-distance travel. There is a door on each side for each seat, permitting rapid and easy loading and unloading.

"These Duplex Char-a-banc bodies with their capacity loads are scientifically balanced and co-ordinated to the chassis used under them, which assures perfect results from an operating and maintenance standpoint."

DODGE BROTHERS MOTOR CAR

A constant unremitting process of betterment has been Dodge Brothers policy from the first.

Consistent with that policy, the body lines of the car have recently undergone a new and distinctive revision in design.

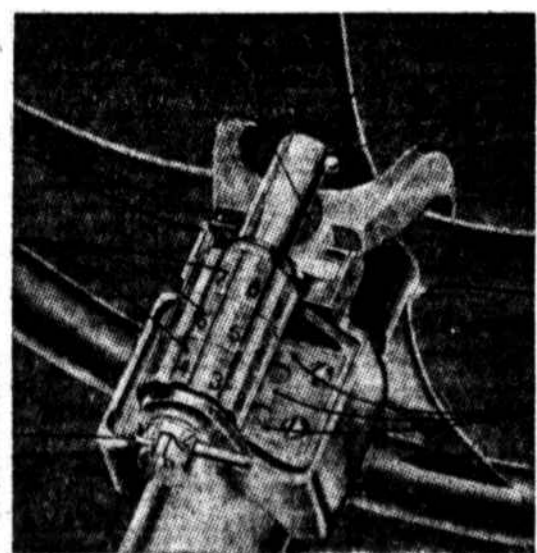
The new radiator is singularly smart and graceful. The cowl is higher, and more vividly expressive of the car's roominess and abundant power.

Further improvements in the vital mechanism have notably increased the excess margin of strength which has always characterized the car in every rugged detail of its structure.

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